

AMENDMENTS TO THE SPECIFICATION

Please delete the heading on page 1 between ¶¶ [0002] and [0003] as follows:

~~SUMMARY OF THE INVENTION:~~

Please insert a heading on page 2 between ¶¶ [0004] and [0005] as follows:

SUMMARY OF THE INVENTION:

Please replace ¶¶ [0019]-[0020] as follows:

[0019] A reference numeral 1 denotes a steering wheel, a reference numeral 2 denotes a steering shaft, a reference numeral 3 denotes a rack-and-pinion gear mechanism, a reference numeral 5 denotes a power steering mechanism which assists a steering force exerted by a vehicle driver, a reference numeral 6 denotes an electrically driven motor, ~~a reference numeral 7 denotes a steering wheel~~ reference numerals 7 denote wheels, and a reference numeral 10 denotes a control unit (or controller) to mainly control power steering mechanism 5.

[0020] Power steering mechanism 5 transmits a revolution of electric motor 6 to a speed-reduction mechanism installed on a steering shaft 2. In addition, the torque ~~a torque~~-sensor 12 is installed to detect a steering torque exerted by the driver. Control unit 10 receives a steering torque signal from torque sensor 12, a vehicle speed signal from a vehicle speed sensor 13, and photographed images from a CCD camera 14. Control unit 10 outputs a command signal to electrically driven motor 6 on the basis of these inputted signals.

Please replace ¶ [0034] as follows:

[0034] Next, specific contents of the above-described control will be described below. Fig. 5 shows an absolute yaw rate signal developed on the vehicle. Fig. 6 shows a relative yaw rate signal calculated on the basis of an information from camera 14. The yaw rate signal shown in Fig. 5 includes a signal having a low frequency band developed due to the steering by the driver. On the other hand, as shown in Fig. 6, the relative yaw rate signal is the yaw rate signal to the white line and does not include the signal components due to the steering with the driver steered along the white line of the road so that the yaw rate signal to the white line only is detected such as the road surface external disturbance inputted due to the convex and recess of the road surface. Control gain-~~section 103C~~ section 103c provides a gain to cancel the filtered processed yaw rate signal as shown in Fig. 6 and outputs the stability direction steering quantity.